Composite 1913 Car Shows

Many Changes From Pro-

duct of Last Year.

ing pot" would have these specifica-

Power Is Increased.

ture of this motor, this system having made an increase of five percent over the 1912 percetnage.

Duni Ignition,

A year age 63 percent of the cars on

shaft to bevel gears to a floating rear

The gear ratio is 2.57 to 1, a slight decrease in respect to the 1912 ratio, which was 2.62 to 1. Due to the greater percentage of sixes on the market this year the average weight has increased to 2660, as against 2290 in 1912. This increase in weight is, of course, accompanied by an increase in tire size.

named by an increase in tire size.

In 1913 the average car had 35x4 tires and 1913 sees 35x4 1-2 as the average tire size. Starting the motor by electricity seems to be in favor, since 37 percent of the cars on the 1913 market are so equipped.

Just received a carload of roofing paper, guaranteed with a surety bond.

Try the new Turkish baths and bar-ber shop. Paso del Norte hotel.

Lunder Lumber Co.

A PIERCE-ARROW A WORTH WHILE

C. B. Stevens Makes It, in Company With C. P. Cross, of Phoenix, and Enthuses Over the Beauty of the Scenery and the Smoothness of the Road: Meets an El Paso Party En Route.

"See America first." may be a good general working plan, Charlie Stevens says, but as for him, he is for seeing the southwest first. C. B. has just returned from a trip from Phoenix to the Rooseveit dam and Globe by automobile. Motoring through the Alps may be great sport. Mr. Stevens says, but he does not hope to see anything more beautiful than his trip over the Gla valley auto line from Phoenix to Globe. This is a 120 mile trip the way the auto files, and he made it in exactly eight hours, with a stop at Fish creek, near the Roosevelt dam, for lunch, another stop at the Roosevelt dam for a sight-seeing tour of the construction work, and a third stop at an Apache camp, cetween Roosevelt and Globe, to buy a blood stained arrow and bow, and a native water bottle from an Apache squaw.

The trip made by the El Paso autoenitusiust was in company with C. P. Cross, of Fhoenix, who drove a Pierce Arrow six cylinger 60 horsepower car, and eliphed off 20 miles an hour around the curves on the rock road geing to Roosevelt.

The trip from Phoenix to Tempe and

the curves on the rock road going to Roosevelt.

The trip from Phoenix to Tempe and Mesa, a distance of 20 miles, is partially graveled and is in good condition, Mr. Stevens says. This leg of the trip was made in 45 minutes, From blesa a run is made over the level plains country up to the hills, a distance of another 20 miles, where the povernment road is reached. This is some road," Mr. Stevens says. "It is in need of resurfacing with dirl, for it has been washed, but it is a great little speedway, just the same, and Cross, who drove me, made the miles hum behind us on the run to Roosevell. It is decomposed granite and is the greatest road I have ever driven over, and I sarely did enjoy, the trip. The government spent \$550.000 on this road and it looks it.

Road Cut Out of Solid Rock.

"Just before reaching Fish creek the Some pargains in road makes a hairpin curve and a grad- Lander Lumber Co.

Winton Six

Remy Magnetos

HUPMOBILE

R-E-0

Jack Rabbit (NAT SCHOOL LANS)

El Paso Rubber &

veit before returning to Tucson and El Paso.

"From the Roosevelt dam to Globe is a distance of 40 miles east and while the coloring is not as noticeable on this part of the trip, the scenery is beatiful and the view from the highest point, looking back over the Roosevelt lake and the surrounding country. The road from Roosevelt to Globe is a good dirt one and Glia county is making a record for itself in its pioneering in this work. There is a man at work on the road all the time, and the road shows the effects of this work. The road follows the lake for a distance of three miles and then turns to the southeast.

The Climb Up the Mountain.

tance of another 20 miles, where the government road is reached. This is some road," Mr. Sievens says. "It is in need of resurfacing with dirt, for it has been washed, but it is a great little speedway, just the same, and Cross, who drove me, made the miles burn behind us on the run to Roosevell. It is decomposed granite and is the greatest road I have ever driven over, and I strely did enjoy the trip. The government spent \$550,000 on this road and it looks it.

Road Cat Out of Solid Rock.

"The most beautiful part of the trip is along the Beige of the cliff going into Fish creek, which is about 1s miles west of the big government project. The road is out out of solid rock, with the cliff above and the canyon below. Cross asked me if I liked speed, and I told him to open her up, for I had seen he was a careful driver, and the way we clipped off distance along this road was fine to see. The coloring was wonderful and it reminded me of the Grand canyon, for the same tints and shades were to be seen in the hills along the road that may be seen at the canyon.

"Just before reaching Fish creek the

odd sash and doors.

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AUTO GREAT AID TO GOOD ROADS

United States to Help Build Better Bonds-Postoffice Department

Takes the First Steps Washington, D. C. Feb. 8.—Indica-tions are that Uncle Sam is on the eve of huge expenditures for the purpose

of huge expenditures for the purpose of establishing a comprehensive system of good roads in this country.

The probabilities are that before the chd is reached, this will mean a bond issue. But on the other hand, if the believers in good roads are correct, the benefits of the good roads policy to transportation will be tremendous. All over the country rises up the clamor for better roads. In many respects, after the lapse of 2,000 years, the linited States is behind the old Romans in respect of good road making and good roads. But now, an actual start has been made in the direction of federal aid, and leasmuch as it is the history of the federal legislation and federal activities that once they are begun they grow rather than diminish, it may be expected that congress in the near future will appropriate heavily for road purposes.

That the automobile has done much

it may be expected that congress in the near future will appropriate heavily for road purposes.

That the automobile has done much to stir up and organize the demand for good roads in this country cannot be doubted. While the automobile is destructive of good roads, it has caused great numbers of people to become interested in the subject of better highways. Tens of thousands of people who have never before given a thought to roads have had their attention directed to them by the use of the automobile. The postoffice appropriation bill allows half a million dollars to be expended under the direction of the post master general and the secretary of agriculture in improving the roads over which routes may be established. This half million is additional to an appropriation of \$15,000 for a joint committee of the two houses to inquire into federal aid to good roads and report at the earliest date practicable. Already the work is being planned, ander the balf million dollar appropriation.

Each state will get about \$10,000. Of

Each state will get about \$10,000. Of this \$3,000 will be at once alloted to each state while about \$2,000 will be kept back to be used as a maintenance

It is expected the \$8,000 will be used to put one or two post roads in the best of condition. It is not for the purpose to actually build new roads, but to see how far the money will go in putting existing reads in the prime of condition,

of condition.

The states are requested, in order to get the use of the government money, to allow twice the sum allowed by the government. In other words, the expenditure by the government of \$8,000 in a state to improve the post roads will mean, in reality, that \$23,000 is expended for that purpose. This will make it possoble to improve a considerable stretch of road in each state in the union.

States will devote much time and attention to the establishment of a National policy of road building is unquestioned. What the policy will be a is yet to be determined. Having in is yet to be determined. Having in mind the establishment of a safe and sane policy of highway construction, the second Federal Aid Good Roads convention has been called by the American Automobile association to meet in Washington, D. C., March 6 and 7, primarily to concentrate the thought and crystallize the good roads sentiment of the country at large along practicable and equitable lines of federal participation in roads building.

Every state will have official representation through a delegation named sentation through a delegation named by its governor.

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The Maryland Motorcycle club has started a membership campaign, in which each of the 100 members is pledged to secure at least one other rider to join the club.

Among the new motorcycle clubs recently organized are: The Lyons, M. C., the Bellevus, Ohio M. C., and the Brainerd, Minn, M. C.

Reno, New, contemplator, following.

Brainerd, Minn, M. C.
Reno, Nev., contemplates following in the wake of other uptodate cities by the purchase of motorcycles for use in the police department.

California boasts of having more mo-

Electric Garage California hoasts of having more motorcycle riders than any other state in the Union. Fifty-five thousand of these time saving, money saving machines are now in use in that state.

Another use for the motorcycle—A. E. Dunn, who owns a repair shop at Galt, Can, ordered a motor to run his shop machinery. However, there was delay in delivery, so he connected his motorcycle to the main shafting, and it supplied power for operating the machines. Richardson Motor Car 122 San Antonio St. Phone 953.

machines.
Miss Vere Matthews, a former well-

Miss Vere Matthews, a former well-known horsewoman of Fond du Lac, Wis, has been converted to the use of the motorcycle, and demonstrated the virtues of the two-wheeler at the recent annual auto show in Milwaukee.

Victor Houser, a bridge contractor of Wooster, Ohio, finds he can save much time in traveling from one job to another by using a motorcycle. Many El Paso contractors and building foremen follow this plan.

In several of the northern cities motorcyclists are converting their machines into motor sieds.

A Salina, Kan., wire chief, who has many calls to repair country phones, not only uses the motorcycle to carryhim quickly to the point of trouble, but he is saved the inconvenience of carrying an entire telephone squipment. He meerly takes a receiver and a coil of twisted pair twire—the motorcycle does the rest. The motorcycle is of the battery type, so in order to test the wire all the chief has to do is open the line and connect the line wires to the motorcycle by means of the pair wires.

Cor. W. San Antonio and Santa Fe Sts. ADVANTAGE OF BUYING A

CAR OF A RELIABLE MAKE

One of the first things a wise purchaser of a motor car should do is to inquire into the stability, equipment and permanency of the maker of the car he is especially interested in. He knows from experience that the automobile assembler or so-called maker who buys motors, transmissions axles, springs and other vital parts of a car is always at the mercy of the manufacturers from whom he buys. This predicament is emphasized the moment when the matter of replacement comes up a year or so later when both the assembles and purchaser are frequently held up in either deliveries or price or both.

Conversely, all theroughly equipped

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All Conversely, all thoroughly equipped factories are able to insure prompt delivery of any parts at a minimum cost. A part thus made is usually carried in stock for several years for the benefit of patrons. The pleasure of touring is doubled in knowing that any replacement may be promptly made while on the road either through the factory or one of the agencies established throughout the country.

EQUIPMENT OF 1913 AUTO IS BETTER

More Complete Than Ever Before.

Visitors to the recent National Automobile show in New York were amaged at the advance that has been made during the last season in pleasure car construction. This does not mean that many radical changes have been made many radical changes have been made in mechanical construction, but refers more particularly to the very complete equipment that is being offered.

Editors of the various automobile trade journals refer to 1913 as "an equipment year," and the visitors at the show found that fully 90 percent of the mer manufacturers are furnish-The composite 1913 automobile is an interesting creation of the statistician, showing the general trend of motor car development. As designed by the Motor Age expert, the car from the "meltthe show found that fully 90 percent of the car manufacturers are furnishing their cars with more essential accessories than ever before and more than was ever dreamed of only four years ago. This equipment does not include a lot of superfluous and useless parts but such devices which make for more efficient operation and ease of control of the car with less labor for the driver.

ing pot" would have these specifications:

Wheelbase, 122 inches; gear ratio, 2.57; tires, 35x41-2; chassis weight, 2560; price \$2585; electric starter, gravity fuel feed, disc clutch, selective three-speed gearset, located amidships, floating axie, three-fourths elliptic rear springs, electric rights, four-cylinder motor, cylinders cast in pairs. "L" head horsepower, 32.6; hore, 5.18; stroke, 5.15; stroke bore ratio, 1.23; piston displacement, 345; one-half front elliptic front springs, pump-water circulation, cellular radiator, dual ignition, splash piling.

The composite car is the average of all the cars on the market for 1313 and embodies the features of all these cars and with its longer stroke and shorter bore, it is in good contrast to the 1912 average product. Not only as regards the bore and stroke does the average or composite American car differ from the sifting of the 1912 output, but in many other respects.

The bore of the average 1913 car is 4.19 inches, a considerable decrease from the 1912 figure—4.34 inches, The stroke, on the other hand, has increased from 4.87 inches in 1912 to 5.15 inches in 1913.

Power is increased.

Power Is Increased.

That the S. A. E. horsepower rating remains the same, 32.5, does not indicate that the motor is of the same actual power, for the piston displacement has been increased considerably this year. The 1912 figure showed that the average piston displacement was 316.2 cubic inches as against 345.0 cubic inches this year. This long stroke motor developing more actual power than the average motor of 1912 is much more flexible and quieter than its predecessor. Body Designs Many.

This year brings with it the greatest variety in body designs ever before brought together for the criticism of the motoring public. Almost every car manufacturer is prepared to equip each of his chases with a half dozen different copies of bodies, including the touring body of different passenger capacities, the roadster, the torpedo, coupe, limousine, landatuet or berline. Almost every visitor at the show who contemplates the purchase of a car had in mind a certain sum of money which he cared to spend. This year the prices of cars range from \$195 for the smallest two-passenger runabout to \$7500 for the largest limousine or landaulet. One company showed a vestibuled suburban car of the limousine type, handsomely uphoistered, electric lighted and heated, comfortable as a parlor. One important trend in design is seen in the adoption of wire wheels by several car builders. Wire wheels have been quite common in Europe for several years but it is only within the The resultant of all the 1912 cars has a four-cylinder motor, with cylinders of the L-head type cast in pairs. The water circulation is by a pump and through a cellular radiator. The tendency toward the pump circulation of water has not increased very much over 1912, the percentage of cars using this method a year ago being 76, and this year an increase of 3 percent is noted, bringing the figure up to 79 percent. Tubular radiators have decreased in number since 1912, a considerable advance by the cellular type being noted. Besides having these various charac-

eristics, the 1913 composite car has a plash system of motor lubrication. been quite common in Europe for sev-eral years, but it is only within the last season that they have been ser-iously considered by the American manufacturer. At last year's show only one company, exhibited wire wheels, while this year no less than five wheel builders showed those of the wire type. A year age 63 percent of the cars on the American market were equipped with dual ignition, and this year sees this rise to 68 percent.

The motor is fed by gravity. The running gear of the average car on the market this year embraces a disc clutch, threespeed selective gearset located amidshipk. The drive is through that to have gears to a lifecting rear

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California Price on Decline Because of Heavy Production and Competition.

While El Paso is paying 20 cents a against it. alion, retail, for gasoline, and the price has been steadily increasing, the auto-mobilist of California is getting it theaper and paying freight on a longer

of the car manufacturers are immendating their cars with more essential accessories than ever before and your years ago. This equipment does not include a lot of superfluous and useless parts but such devices which make for control of the car with less about for control of the car with less about for control of the car with less about for the driver.

For instance, where only three years ago only two manufacturers grunished self starters with their cars, this year three are scarcely their starters with their cars, this year three are scarcely their starters with their cars, this year three which does away with the last few weeks the produce gas in the follows and dangerous method of starting the car by hand. These starters will be more electric, compressed as a follows electric, compressed and spring starters.

The Los Angeles Examiner is responsible for the statement that at many the control of the car with less about for control of the car with less about for the statement that at many the control of the car with less about for the statement that at many the control of the car with less about for the divided into five classes are follows: electric, compressed as a follows: electric, compressed as starter; then came the spring starters would be followed and spring starters.

The Los Angeles Examiner is responsible for the statement that at many the control of the car with less about 5 and 1 to 2. Oc. Coffin, tracts 8 and 9, block 8, control of co. C. Coffin, tracts 8 and 9, block 8, control of co. C. Coffin, tracts 8 and 9, block 8, control of co. C. Coffin, tracts 8 and 9, block 8, control of co. C. Coffin, tracts 8 and 9, block 8, control of co. C. Coffin, tracts 8 and 9, block 8, control of con

So it is not an impossibility that within a year the retail price of gasoline in California will not be over 15

the improvements of the methods and mechanical equipment of the large refineries. Some producers in the fields around Los Angeles have also worked out methods of topping their own oil and of catching the gasoline fumes when apparating oil from water in an when separating oll from water in an

emulsion.

Notwithstanding the optimistic gasoline tank the Examiner notes that an automobile concern in Los Angeles is experimenting with a kerosene carbureter, in the hope of being able to burn kerosene, which is considered more efficient and is less expensive. There is the great objection to the odor of kerosene, however, which metor experts say will always be against it. The fact that it is greasy, too, is against it.

DAILY RECORD

cents per gallon.

Besides, a considerable quantity of gasoline is manufactured from gas, and progressive steps have been taken in reaches an average of about 70,000 readers each issue.

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